600 NE Grand Ave.
Portland, OR 97232-2736

Metro | *Agenda*

Meeting:	SW Corridor Plan Steering Committee
Date:	May 9, 2016
Time:	9:00 a.m. to 11:00 a.m.
Place:	Tigard Town Hall, 13125 SW Hall Blvd.
Purpose:	Consider decisions on transit mode and tunnel to PCC Sylvania. Presentations on alignment refinements, SIS projects and project Purpose and Need.

9:00 a.m. Welcome and introductions — Co-chair Dirksen

ACTION ITEM

9:05 a.m. Consideration of the Steering Committee meeting summary from April 6, 2016 ACTION REQUESTED — Co-chair Dirksen

PUBLIC COMMENT

9:10 a.m. Public Comment — Co-Chair Dirksen
Opportunity for citizens to provide short testimony and/or submit written comments to inform the Steering Committee decisions.

DISCUSSION ITEMS

9:40 a.m. Recap of staff recommendations regarding mode and PCC tunnel. Summary of public input on staff recommendations. — Chris Ford and Noelle Dobson, Metro
Brief review of reasons for staff recommendations. Report on public input received.
Discussion: Any questions about the staff recommendations or public input?

ACTION ITEM

9:50 a.m. Consideration of preferred transit mode and further study of a light rail tunnel to PCC Sylvania — Co-Chair Stacey
ACTION REQUESTED *Steering committee discussion and action on whether to select bus rapid transit (BRT) or light rail (LRT) as the preferred high capacity transit mode for the SW Corridor and whether to advance study of an LRT tunnel to the PCC Sylvania campus into the federal Draft Environmental Impact Statement (DEIS), based on the staff recommendations.*

DISCUSSION ITEMS

10:10 a.m. Refinements to alignment options in Tigard — Matt Bihn, Metro
Summary of new alignment option in Tigard Triangle and new branch alignment.
Discussion: Any questions about these new alignment options?

10:25 a.m. Update on Shared Investment Strategy projects — Chris Ford, Metro
Presentation on status of SIS projects and upcoming efforts.
Discussion: Any questions about how SIS projects will be selected for DEIS?

10:40 a.m. Proposed update to project Purpose & Need — Malu Wilkinson, Metro
Overview of reason and direction for updating Purpose & Need, staff's recommended edits and process for update.
Discussion: Any questions about the reasons, suggested edits or process? What updates would be critical to the Purpose & Need.

11:00 a.m. Adjourn

Materials for 5/9/2016 meeting:

- 4/6/2016 meeting summary
- Public comment received related to mode and PCC Sylvania tunnel decisions
- *High capacity transit alignment technical modifications: New Tigard Triangle and branch service alignment options* document
- Staff recommendations on Purpose & Need

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Metro | *Meeting Summary*

Southwest Corridor Plan Steering Committee
Wednesday, April 6, 2016

6:00p.m. to 8:00p.m.
SW Community Center,
6820 SW 45th Ave, Portland,
OR 97219

Committee Members Present

Craig Dirksen, Co-chair	Metro Council
Bob Stacey, Co-chair	Metro Council
John Cook	City of Tigard
Roy Rogers	Washington County
Steve Novick	City of Portland
Krisanna Clark	City of Sherwood
Al Reu	City of King City
Alan Snook	ODOT
Neil McFarlane	TriMet
Lou Ogden	City of Tualatin
Gery Schirado	City of Durham

Metro Staff

Malu Wilkinson, Brian Harper, Chris Ford, Matt Bihn, Yuliya Kharitonova, Michaela Skiles, Noelle Dobson

1.0 Welcome and introductions

Co-chair Stacey called the meeting to order at 6:02 pm and welcomed the committee members and public to the meeting. Co-chair Stacey stated that the committee would not be making any decisions today. He reminded the committee that in today's meeting project staff would present two recommendations:

- Light rail is the preferred high capacity transit mode for the Southwest Corridor
- Remove the light rail tunnel alignment to Portland Community College (PCC)- Sylvania from further consideration
    - Continue to explore and refine alternative options for improved transit connections to the PCC-Sylvania campus

Co-chair Stacey noted that public comments would be made after the presentation and that the public forum would take place after the steering committee meeting. Committee members and guests proceeded to introduce themselves.

2.0 Consideration of the Steering Committee meeting summary from January 11, 2016.

Co-chair Stacey asked the committee for approval of the meeting summary from January 11, 2016. With all in favor, the meeting summary was accepted unanimously.

3.0 Staff recommendations on mode and PCC tunnel

Co-chair Dirksen introduced Mr. Chris Ford and Mr. Matt Bihn, Metro staff, to give an overview of project staff's recommendations, and answer questions on preferred mode and continued study of alternative transit connection options to PCC-Sylvania.

Mr. Ford started his presentation by reminding the committee of the two upcoming decisions:

- Mode option
- Whether light rail tunnel option should be advanced into the Draft Environmental Impact Statement

He continued by introducing staff recommendations and elaborated on why they were proposed. The recommendations suggested light rail as the preferred High Capacity Transit (HCT) mode option and removing the light rail tunnel alignment to PCC-Sylvania, but continuing to explore and refine alternative connection options to the campus.

Mr. Bihn gave an overview of alternative connection options to PCC-Sylvania, which included:

- Walk/bike connection only
- Bus via shared transitway
- Bus Hub
- TriMet shuttle
- Aerial tram or other mechanized connection

In conclusion, Mr. Bihn stated that impacts and costs of a tunnel are too great to make it a competitive option, especially if there are other viable options that might be available to connect to PCC.

The committee members deliberated and inquired about an anticipated extension of light rail option versus a tunnel, how tunnel and light rail options compare to each other in terms of costs and ridership, and if voters would be willing to cover additional cost for the tunnel. In addition, the question was raised whether jurisdictions or the public had an opportunity to comment on how far south they would like to extend the corridor.

4.0 Public Comment

Ms. Linda Degman, Bond Program director at Portland Community College (PCC), thanked project staff and partners for ongoing collaborations. Ms. Degman expressed disappointment for removing tunnel as an option for direct access to PCC-Sylvania. She personally supported the light rail option and expressed interest in learning about new connection options to PCC Sylvania and participating in their refinement.

Commissioner Steve Novick inquired about PCC's lack of vision details for light rail option. Ms. Degman responded that PCC is currently working on several master plans, and noted that these would need to be coordinated college-wide since all the campuses are connected.

Mayor Lou Ogden asked Ms. Degman to elaborate over the concern of having a lengthy transit connection to PCC time-wise. Ms. Degman responded that her concern is having a long wait to transfer and that she hopes minimal time to transfer would be guaranteed.

Mr. Jern Krist, Southwest Portland resident, stated that the dynamics of transportation is on the verge of change. He recommended that Google self-driving cars should be considered as a transit option. Mr. Krist pointed out that this option would be cost-effective, low maintenance, able to operate in post earthquake conditions, and a preferred future transit option.

Mr. Jim Howell, a member of the Association of Oregon Rail and Transit Advocates (AORTA), expressed concern that Southwest Corridor project is becoming less effective with fewer options while the costs remain the same. Mr. Howell inquired why AORTA's interim solution at a lesser cost, which was presented at the last meeting, was not considered.

Mr. John Gibbon, a member of Southwest Neighborhoods Inc. (SWNI) and Portland Utility Review Board (PURB), emphasized the importance of selecting transit mode. Mr. Gibbon pointed out that on proposed connection options, light rail would be moving uphill and weather, terrain conditions and accessibility must be carefully considered.

Mr. Roger Averbeck, a member of SWNI, inquired about where in the proposed Upcoming Southwest Corridor Plan Schedule would be discussions about station areas. Mr. Averbeck expressed concern that there is not enough time to conduct extensive public engagement.

Ms. Marcia Leslie, Chair of the Far Southwest Neighborhood Association (FSNA), expressed relief that the tunnel option was recommended for removal from further consideration. She thanked PCC for not rushing completion of their master plan and for considering alternate connection options. Document was provided and included as part of the meeting record.

Mr. Evan Lazer, Southeast Portland resident, stressed the importance of having more direct transit routes and thinking long term when committing to building additional transit infrastructures.

Mr. Ken Paulson, a resident of the Far Southwest Neighborhood Association, disapproved removal of the tunnel option and expressed concerns that without it PCC would not get a direct connection and that a light rail flyover structure would bring greater negative impact to the neighborhoods.

Mr. Dan McFarling, a member of the Association of Oregon Rail and Transit Advocates (AORTA), expressed support for the tunnel option. Mr. McFarling pointed out that tunnel option would greatly increase ridership, operate in faster times, and avoid delays due to traffic and weather conditions. Document was provided and included as part of the meeting record.

Mr. Gerritt Rosenthal, a Tualatin resident, expressed disappointment for removing the tunnel option, but agreed that, if the choice is between building a tunnel or connecting to Bridgeport village and possibly Sherwood, then it makes sense to choose the connection to the cities instead. In addition, he emphasized the importance of transit connection to places of work and ensuring the committee members and staff is thinking long term.

Mr. Paul Thiers, Southwest Portland resident, disagreed with removing tunnel option, but recognized the importance of connecting to Bridgeport. Mr. Thiers expressed support for the light rail option and stressed the need for surface improvements for bicycle and pedestrians on the 53rd Avenue. In addition, he pointed out the increase in traffic on Capitol Hwy and 49th Avenue heading north.

5.0 Adjourn

There being no further business, Co-chair Stacey adjourned the meeting at 7:26 pm.

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	04/11/16	Meeting agenda	040616SWCSC-01
2	Summary	01/11/16	01/11/16 meeting summary	040616SWCSC-02
3	Report	04/04/16	Staff Recommendations for May 2016 Decisions	040616SWCSC-03
4	Brochure	04/06/16	AORTA's Vision MAX 2050	040616SWCSC-04
5	Letter	04/06/16	Far Southwest Neighborhood Association letter	040616SWCSC-05

GREAT PLACES
SW Corridor
Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City
Washington County • ODOT • TriMet • Metro

High capacity transit alignment technical modifications: New Tigard Triangle and branch service alignment options

4/14/16

Introduction

Project background

The Southwest Corridor Plan is a package of transit, roadway, bicycle and pedestrian solutions that can help reduce congestion, improve circulation and enhance quality of life in this corridor. The Plan is being developed by a group of partners, including jurisdictions in the project area and agencies involved in funding, constructing and operating the selected transportation investments. A steering committee consisting of elected leaders and appointees from these partners is leading the planning process.

A major component of the Southwest Corridor Plan is the analysis and evaluation of a new high capacity transit (HCT) line to link Central Portland, Southwest Portland, downtown Tigard and Tualatin. Project staff evaluated both bus rapid transit (BRT) and light rail transit (LRT) modes for this new line. In early April 2016, project staff recommended further study of LRT as the preferred HCT mode for the Southwest Corridor. The steering committee is scheduled to make the HCT mode decision in early May.

For more information on previous analysis and decisions, see the project website at www.swcorridorplan.org.

Tigard alignment decisions

In January 2016, the steering committee removed two looped alignments in downtown Tigard as part of an 18-month work plan to narrow the range of options under consideration prior to entering into the environmental review process. Because of concerns regarding the trade-offs between travel time, property impacts, wetland impacts, operating costs and station locations, the steering committee requested further refinement of the remaining HCT alignment options in the downtown Tigard and Tigard Triangle areas.

This memo highlights two new alignment options that emerged during further analysis: a two-way alignment on SW 70th Avenue in the Tigard Triangle and a branch service option that splits in the Tigard Triangle (east of OR-217) near Beveland Street. Project staff recommends adding these two options to the list of alignments under consideration.

Proposed modifications

Tigard Triangle

Current alignment option

In July 2015, the Southwest Corridor Steering Committee adopted project staff's recommended technical modification to replace the 68th/69th Avenue couplet option with the 68th/70th Avenue couplet. The 68th/69th couplet would have resulted in property access limitations along the blocks in the middle of the couplet due to turning restrictions and driveway closures. Additionally, HCT on 68th and 70th Avenues would better support the Tigard Triangle Strategic Plan's emphasis on slower traffic and a more enjoyable pedestrian and cycling experience on 69th.

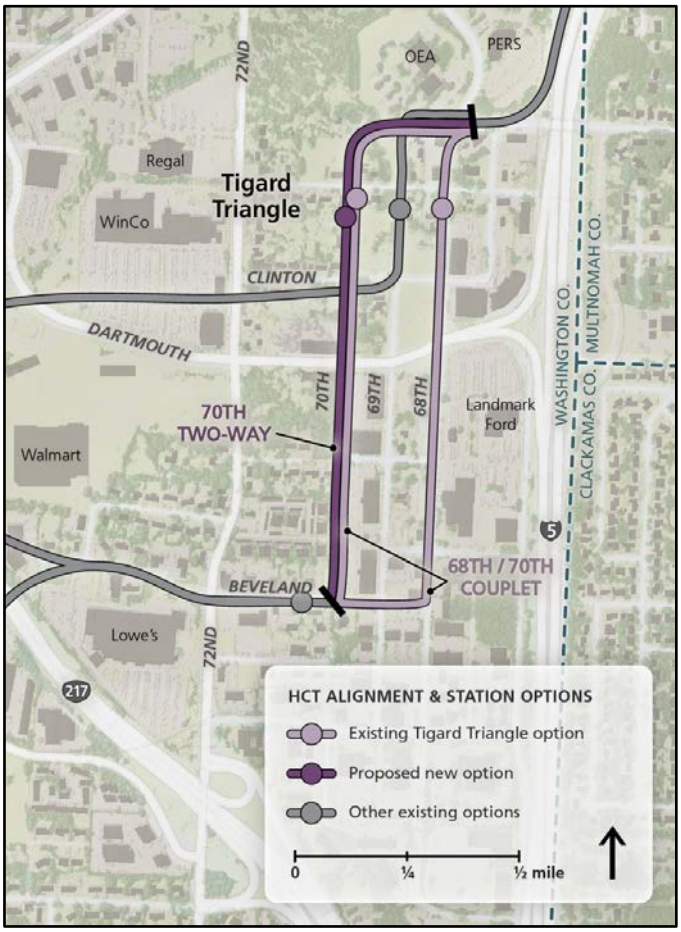

Figure 1: Tigard Triangle alignment options

Proposed addition: 70th Avenue two-way

Based on further examination of the constraints and opportunities for an HCT alignment through the Tigard Triangle, project staff recommends adding a new two-way option on 70th Avenue (see Figure 1). This option would include high capacity transit and auto traffic running in both directions. As with the 68th/70th couplet option, the 70th two-way would construct new segments of roadway that do not exist today, which supports the Tigard Triangle Strategic Plan's goal of a more connected street network in the area. The two-way option on 70th would have fewer impacts to auto traffic in the Triangle and could be constructed for $30 million less than the couplet option (2014$, excluding finance and escalation).

Branch service

Current alignment options

There are currently two direct route options and one branched option under consideration in the downtown Tigard area.

As shown in the left map in Figure 2, a direct route could either run between downtown Tigard and the northern Tigard Triangle on a new structure extending from Clinton Street over parking lots and OR-217 (the Clinton Crossing alignment), or travel farther south in the Triangle with a crossing over OR-217 via Beveland Street (the Ash Avenue alignment). Both of these direct route options would run parallel to the WES commuter rail and freight rail tracks south of the Tigard Transit Center, and then either adjacent to the freight rail tracks or adjacent to I-5 in southeast Tigard.

The branch service alignment already under consideration would cross OR-217 via Beveland Street then split at Wall Street, with alternating trains continuing either north to downtown Tigard or south to Bridgeport Village (see center map in Figure 2). Between the Tigard Triangle and Bridgeport Village, the Wall branch alignment would save about two minutes over the Ash Avenue alignment.

For more detailed information on the trade-offs between the direct and branched alignment options, see *High Capacity Transit Technical Evaluation Results and Methodology Part 2: Downtown Tigard, Southeast Tigard and Tualatin*, available at this URL: http://www.oregonmetro.gov/sites/default/files/SWCP-HCT-TechEval-Part2-20151015.pdf.

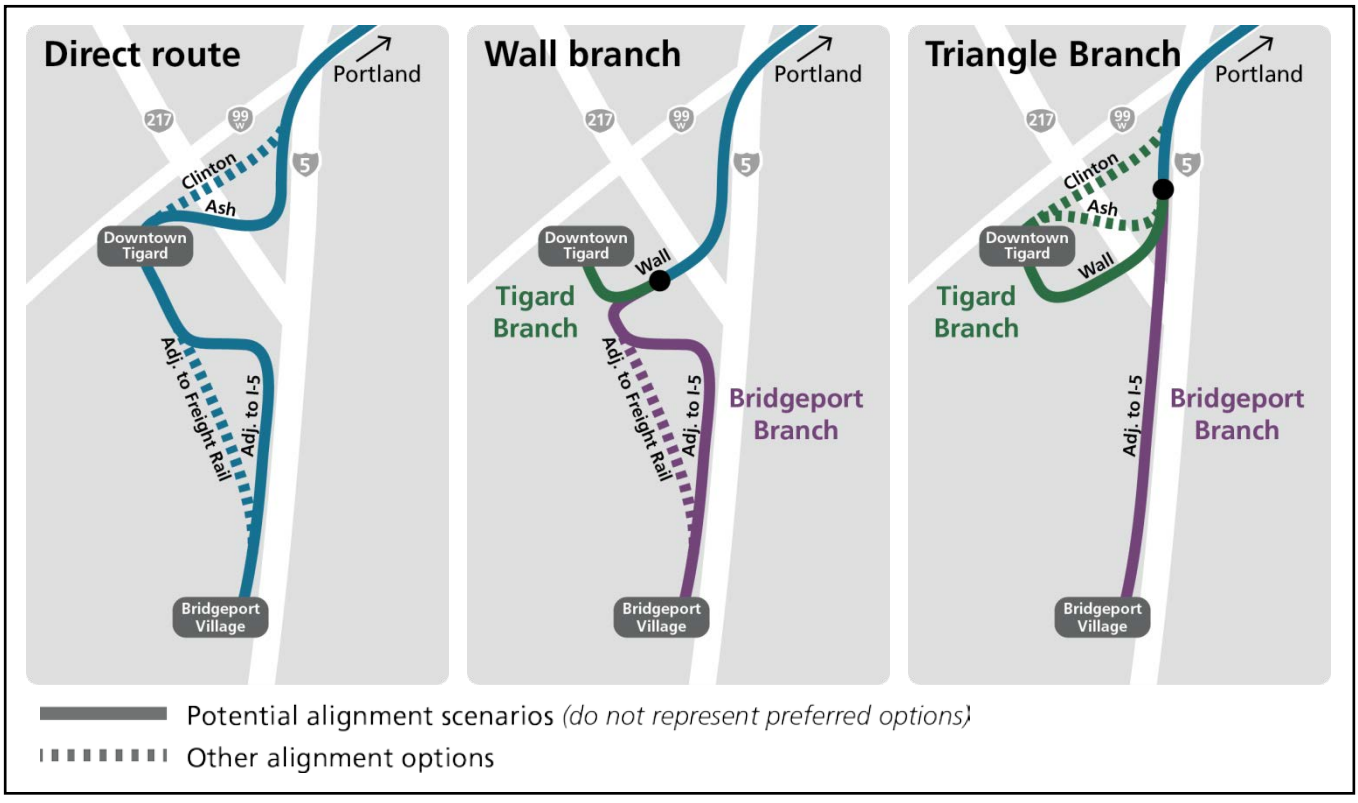

Figure 2: Direct and branched alignment options in downtown Tigard

Proposed addition: branch service with Tigard Triangle split

Project staff proposes adding one new branch service option for further consideration. The new branch option would split in the Tigard Triangle, using the Clinton, Ash or Wall alignment to reach the Tigard Transit Center and using the adjacent to I-5 alignment to reach Bridgeport Village (see right map in Figure 2).

Compared to the existing alignment options, this new option would provide a faster route for the Bridgeport branch. For travel to Bridgeport Village, a branch alignment with a split in the Tigard Triangle could save three to four minutes over the branch with a split at Wall Street and five to six minutes over the Ash Avenue alignment (see table below).

LRT travel time: PSU to Bridgeport Village (2035 PM peak)

		Downtown Tigard alignment		
		Direct: Ash Avenue	Wall branch	Triangle branch
Southeast Tigard alignment	Adjacent to freight rail	31 minutes	29 minutes	N/A
	Adjacent to I-5	32 minutes	30 minutes	26 minutes

The new alignment segment that would be added for design and analysis is from Beveland Street and 70th Avenue in the Tigard Triangle to the existing adjacent to I-5 alignment just south of the I-5 and OR-217 interchange (see Figure 3).

Future analysis will further explore the trade-offs between direct and branched options, including information about capital cost, operating cost, travel patterns and service frequencies.

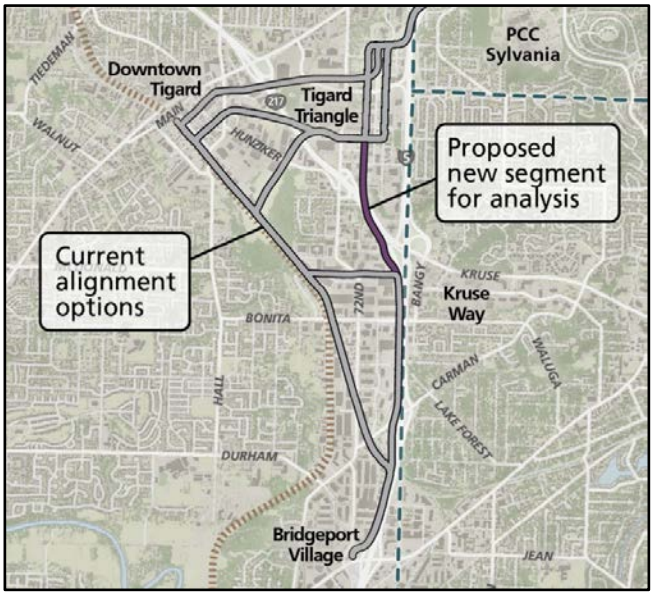

Figure 3: New alignment segment proposed for analysis

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Metro | *Memo*

Date: May 2, 2016
To: Southwest Corridor Steering Committee
From: Chris Ford, Investment Areas Project Manager, Metro
Subject: Suggested updates to SW Corridor HCT Purpose & Need

Attached you will find proposed updates to the project Purpose & Need adopted in January 2014, suggested by project staff. The Federal Transit Administration (FTA) has recommended updating the Purpose & Need prior to public scoping of the Draft Environmental Impact Statement (DEIS) in order to more clearly define the project in light of decisions made during the Refinement Phase.

The attachment includes explanations of the updates suggested. Please review the document in preparation for presentation and discussion at the May 9 Steering Committee meeting. Project staff is also consulting with FTA on what changes to the Purpose & Need they advise.

The process for updating the Purpose & Need follows:

- May 2 – release of proposed updates from project staff in meeting packet
- May 9 – presentation and discussion at Steering Committee meeting
- June 6 – release of additional input from FTA in meeting packet
- June 13 – recommendation from Steering Committee on which changes to make to project Purpose & Need
- July, dates TBD – presentation of recommended updates to JPACT and Metro Council for adoption
- Mid-August through September –DEIS scoping period, opportunity for public and agency comments on Purpose & Need
- Late 2016 (targeting November) – opportunity for Steering Committee to consider further updates to Purpose & Need based on input during scoping period

Refinement Phase: Purpose and Need for a High Capacity Transit Project in the Southwest Corridor

Project Purpose

The purpose of the Southwest Corridor High Capacity Transit project is to directly interconnect Tualatin, downtown Tigard, Southwest Portland, and the region's central city through a _____ transit project and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision. Specifically, the project aims to within the Southwest Corridor:

- Provide _____ transit service that is cost-effective to build and operate with limited local resources
- Increase multimodal transportation options and improve mobility ~~in the corridor~~
- Serve the existing and projected transit demand ~~in the corridor~~
- Improve transit service reliability ~~in the corridor~~
- Improve transit frequency and travel times
- Complete and enhance multimodal transportation networks in the corridor that improve safety and link people and essential places to _____ transit stations
- Advance transportation projects that increase active transportation and encourage physical activity
- Provide options that reduce overall transportation costs
- Improve multimodal access to a range of housing types, jobs and educational opportunities ~~business in growing communities~~
- Improve the potential for housing and commercial development ~~in the corridor and encourage development~~ in designated centers and connect residential areas to employment lands ~~transit-oriented development at stations along the corridor~~
- Locate and design stations to maximize accessibility, transit-oriented development opportunity and benefits to existing communities
- Ensure benefits and impacts promote community equity
- Advance transportation projects that are sensitive to the environment, improve water and air quality, and help meet the sustainability goals and measures in applicable state, regional, and local plans ~~reduce carbon emissions~~
- Catalyze improvements to natural resources, habitat, and parks in the corridor.

Project Need

A _____ transit project in the Southwest Corridor is needed to address the following issues:

- Transit service to places where people need or want to go is limited, and demand for transit is increasing due to growth
- Limited street connectivity and gaps in pedestrian and bicycle networks create barriers and unsafe conditions for transit access and active transportation
- Travel is slow and is not reliable on congested roadways
- ~~There is increasing unmet demand for transit service in the corridor~~

Comment [cford1]: Clarification that the project to be studied is HCT, not just any transit

Comment [cford2]: Clarification to better match intention of the project. Current language would allow alternatives that indirectly and incidentally connect these locations to one another.

Comment [cford3]: Added by request of City of Tigard

Comment [cford4]: Preferred mode (bus rapid transit or light rail) to be inserted in blanks, replacing "high capacity"

Comment [cford5]: Clarification that the project goals are intended to be specifically achieved within the SW Corridor

Comment [cford6]: Can delete, now covered by prior addition

Comment [cford7]: Some SIS projects would upgrade existing completed routes (e.g., bike lanes along Barbur)

Comment [cford8]: Clarification that any pedestrian, bike and roadway projects studied in the DEIS and constructed with FTA New Starts funds would be included in order to meet these specific purposes.

Comment [cford9]: Adding education. Changing business to jobs

Comment [cford10]: Clarifying that growth is targeted for specific areas, not throughout the entire corridor such as existing single family neighborhoods

Comment [cford11]: Adding in this goal, which has emerged in ongoing project conversations

Comment [cford12]: Clarifies criteria for station location and desired outcomes. This is an optional addition, interested in committee feedback.

Comment [cford13]: Reduce carbon emissions is very specific, this may be a better frame for the actual project goal

Comment [cford14]: Combines two similar bullets

- There is a limited supply and range of housing options with good access to multimodal transportation networks
- The road and transit network needs to maximize the ability of future development to meet local and regional goals
- The corridor is rich in natural resources that need to be protected or enhanced
- Areas of the corridor lack access to parks, trails, and natural areas.

The issues that a _____ transit project in the Southwest Corridor would address are described below.

Transit service to places where people need or want to go is limited. There is a need to connect the region and the corridor to the economic and educational opportunities and services in the corridor. The corridor has 11 percent of the region's population and 26 percent of the region's employment. There are five colleges or universities in the corridor that serve over 45,000 students. The region's largest shopping destinations are located in the corridor. However, transit options in the corridor are limited because transit service varies in availability and frequency and struggles to serve areas with an incomplete road network with congested bottlenecks. Existing transit service is most frequent along OR-99W to and from downtown Portland, primarily on TriMet lines 94 and 12, and less frequent across the corridor's main OR-99W/I-5 axis. There is a need to improve transit connections to and within the corridor and provide more comprehensive transit access to other destinations in the corridor. Many of the more heavily-traveled areas of the corridor, major employment centers, and industrial areas do not have frequent transit service. Frequent service is most competitive and beneficial to a broad array of riders but can be provided only if it is cost-effective. Taking transit between some of the major destinations in the corridor can take four to six times as long as driving and the corridor generally ~~. Many people remain dependent on cars due to a lack of transit options as well as lack of~~lacks sidewalk and bicycle connectivity, as discussed below.

There is also increasing unmet demand for transit service in the corridor. In 2010, there were 85,100 households in the corridor; projections show this number growing to 126,000 households in 2035. Demand modeling completed for the High Capacity System Plan (2009) estimated 38,000 daily riders in Portland City Center to Sherwood via Barbur/OR-99W corridor, which is the highest ridership of all of corridors studied. The number of transit trips in the corridor is projected to increase by 78 percent in the next 25 years (without significant new transit capital investment). In 2010, there were 100,700 average weekday transit trips in the corridor. The 2035 forecast shows an increase to 178,900 average weekday transit trips. Today eight bus lines serve the corridor with up to 26 buses per hour in each direction in peak periods, with buses arriving approximately every 2 minutes on average in some locations. In 2035, with service adjusted to accommodate projected demand, the number of buses would increase to over 35 per hour.

Limited street connectivity and gaps in pedestrian and bicycle facilities create barriers and unsafe conditions for transit access and active transportation. ~~Sidewalks and safe crossings are lacking in many places, which~~ The lack of complete sidewalk networks and crosswalks in the corridor can impede~~s~~ walking to ~~take~~ transit and ~~or to meet~~ other destinations~~needs~~. The bicycle network also has gaps that hinder connectivity. Travel options are also constrained by the

Comment [cford15]: Bullet and related discussion below added to elevate importance of supporting adopted local land use visions. Optional addition

Comment [cford16]: Removes repetitive point and changed to fact rather than conjecture

Comment [cford17]: Combined from closely related issue listed below.

Comment [cford18]: changed to fact rather than conjecture

geography and development patterns in the corridor, and roads in much of the corridor are winding and discontinuous. There is not a well-connected street grid that would facilitate transit access, make it easier and safer to make short trips on foot or by bike, or provide travelers alternative routes. A safe and complete pedestrian network is needed in order to maximize transit use.

Travel is slow and is not reliable on congested roadways. A lack of arterials results in traffic funneling onto a few key travel routes, such as OR-99W and I-5. Because of the limited road network, transit operating in mixed traffic is often slowed by congestion, especially at key bottlenecks. Travel times for automobiles are expected to increase by 17 percent with average speeds slowing to 20 mph. Bus trips operating in mixed traffic between the Portland central city and Tigard that take 42 minutes during the peak hour today are projected to take more than 47 minutes in 2035 (in-vehicle times). These times are likely to vary more in the future than they do today due to increases in congestion, incidents, and variation in traffic levels. Travel time reliability is defined as consistency or dependability of travel times from day to day or at different times of day. Lack of reliable travel times means travelers must plan extra time for a trip to ensure they will arrive on time. Sections of OR-99W, the major transit route in the corridor, are among the most unreliable road segments in the corridor. Over a 1.7 mile segment in Portland (north of Multnomah Boulevard) and a 2.8 mile segment in Tigard travelers need to budget more than double the average travel time in the PM peak hour to ensure they arrive at destinations on time. Transit travel times are subject to the same lack of reliability and can be expected to vary significantly from the forecast "average condition" because of unreliable travel conditions on congested roadways.

~~**There is increasing unmet demand for transit service in the corridor.** In 2010, there were 85,100 households in the corridor; projections show this number growing to 126,000 households in 2035. Demand modeling completed for the High Capacity System Plan (2009) estimated 38,000 daily riders in Portland City Center to Sherwood via Barbur/OR 99W corridor, which is the highest ridership of all of corridors studied. The number of transit trips in the corridor is projected to increase by 78 percent in the next 25 years (without significant new transit capital investment). In 2010, there were 100,700 average weekday transit trips in the corridor. The 2035 forecast shows an increase to 178,900 average weekday transit trips. Today eight bus lines serve the corridor with up to 26 buses per hour in each direction in peak periods, with buses arriving approximately every 2 minutes on average in some locations. In 2035, with service adjusted to accommodate projected demand, the number of buses would increase to over 35 per hour.~~

Comment [cford19]: combined with first issue discussed above

There is a limited supply and range of housing options with good access to multimodal transportation networks. As the region grows, providing a variety of housing options and increased housing supply in the corridor will be necessary to accommodate the additional residents. Presently, the majority of housing in the project area consists of low density, single family housing. Little or no affordable housing is available, and there is a need for more housing types, such as apartments and condominiums, that provide density and concentrated development that will support and compliment future transit facilities. Providing additional housing options near good jobs and transit access will reduce reliance on automobile travel. Options for lower cost housing are lacking in the areas in the corridor that have better access to educational facilities, employment, and other community assets. Higher land values in the corridor have limited the

opportunities to develop affordable housing. The Housing Authority of Portland has approximately 1,350 people on the waiting list for the three affordable housing facilities it owns in the corridor.

The road and transit network needs to maximize the ability of future development to meet local and regional goals. The Portland region's 2040 growth concept calls for development of a town center in central Tigard, intended to provide services to tens of thousands within a two- to three-mile radius with one- to three-story buildings for employment and housing, and well served by transit. This regional goal is supported by Tigard's adopted *High Capacity Transit Land Use Plan*. The Tigard Triangle, however, is surrounded by congested regional highways and has only basic transit service. Providing _____ transit service to this area, which has half the acreage of downtown Portland, would allow for multi-story mixed use development to accommodate a substantial proportion of population and job growth well within the urban growth boundary. _____ transit service will also allow for fulfillment of the City of Portland's *Barbur Concept Plan*, including higher intensity infill development and a continuous and safe bike/pedestrian corridor along Barbur Boulevard.

Comment [cford20]: added to elevate importance of supporting adopted local land use visions. Optional addition

The corridor is rich in natural resources that need to be protected or enhanced. Current development and anticipated growth threaten water quality and other natural resources, such as air quality and wildlife habitat. Improving air and water quality and protecting wildlife habitat are primary values for residents and these resources are protected by local, regional, and federal policies.

Areas of the corridor lack access to parks, trails, and natural areas. Only about 45 percent of the residentially zoned land in the corridor is within a 10-minute walk to a park, trail, or natural area compared to approximately 69 percent regionally. The Tigard Triangle and the areas to the north and northeast have ~~very~~ few parks or natural areas relative to the overall Portland region. People in the region want to live and work near and have access parks, trails, and natural areas; these amenities increase development potential and can offer opportunities for environmental protection as well.

Purpose and Need Background

This section provides additional information on previous planning and regional policy that led to the proposal for a transit project in the Southwest Corridor.

The Southwest Corridor High Capacity Transit Project proposal is based on extensive regional land use and transportation planning beginning in 1975, and regional policy to make better use of the existing transportation system and provide transportation options, including pedestrian, bike and transit, before adding new motor vehicle capacity. A HCT project in the vicinity of Barbur Boulevard and Oregon Highway 99W emerged as one of three near-term projects in the High Capacity System Plan (2009), a 30-year plan to guide investments in light rail, commuter rail, bus rapid transit and rapid streetcar in the region.

High capacity transit has played a significant role in defining the Portland, Oregon region for almost 40 years. Planning for high capacity transit began following the region's decision to move away from plans for large new freeways in favor of more modest street projects and a network of transitways to meet future travel demand. These plans were codified in the 1975 Interim Transportation Plan and refined in the Light Rail System Plan adopted by the Metro council in 1982. In 1978, the voters in the metropolitan areas of Clackamas, Multnomah and Washington counties made Metro responsible for coordinating the land-use and regional transportation plans of the region's 27 jurisdictions.

In 1995, the Metro Council adopted the 2040 Growth Concept to guide regional growth. The 2040 Growth Concept and the Regional Framework Plan, adopted in 1997 and updated in 2005, encourage growth in centers and corridors within an urban growth boundary and call for high capacity transit to serve the larger regional centers. The Regional Framework Plan requires transportation system management strategies, transit, bicycle and pedestrian system improvements, traffic calming, and land use strategies be considered to meet transportation needs before increasing motor vehicle capacity. The Regional Transportation Plan (RTP) links transportation investments to land use policy to implement the 2040 Growth Concept and sets the course for future transportation decisions. These plans and policies have resulted in over 80 miles of light rail, commuter rail and streetcar lines built or planned for construction by 2016.

Beginning in 2008, working in collaboration with regional partners and the public, Metro developed the High Capacity Transit System Plan (HCT Plan) to guide the next high capacity transit investments, including light rail, commuter rail, bus rapid transit and rapid streetcar. The HCT Plan included supportive land use, transit oriented development, comprehensive parking programs, access for pedestrians and cyclists, park and rides, and feeder bus networks. In 2009, based on and public input and the analysis conducted for the HCT Plan, the Metro council approved the plan and adopted 16 potential high capacity transit corridors in four priority tiers. The Barbur/OR-99W corridor was in the top tier and was included as an element of the 2035 Regional Transportation Plan adopted by the Metro Council in 2010. In response, Metro initiated the Southwest Corridor Plan, a comprehensive transportation and land use planning effort, in 2011.

In July 2013, the Southwest Corridor Plan Steering Committee recommended further study of a set of high capacity transit alternatives, along with community investments in roadway, bicycle, pedestrian, parks, trails and natural area projects that would support the success of a transit project. The recommendations were based on the corridor vision adopted by the Steering Committee, which seeks to:

- balance enhancing employment, housing choices, the environment and quality of life
- use public resources efficiently, thoughtfully and equitably
- stimulate private and public investment.

The combination of transit and community investments is designed to support the land use vision for the Southwest Corridor. The land use vision, which is built on plans developed by the local jurisdictions, prioritizes areas where development would support high capacity transit.

Project partners include:

- City of Beaverton
- City of Durham
- City of King City
- ~~City of Lake Oswego~~
- City of Portland
- City of Sherwood
- City of Tigard
- City of Tualatin
- ~~Multnomah County~~
- Washington County
- TriMet
- Oregon Department of Transportation
- Metro

Comment [cford21]: These jurisdictions removed themselves from the group of project partners.